

In family tonga, 3 adults and 2 children may be admitted.

IV.—Maximum weight allowed for luggage per tonga is  $1\frac{1}{2}$  maumds. Family tonga 1 maund only.

Passengers disregarding Rules 3 and 4 are liable to prosecution by the police.

With respect to Rule IV, I would add, it is greatly to the traveller's own advantage to keep the weight of the baggage to the limit sanctioned. In the season, when the roads are heavy, every extra seer of luggage causes delay with tired ponies.

In a Special, a traveller with his servant can carry nearly 4 maunds.

**Fares.**—The fares are about: Rawal Pindi to Baramula, single seat in mail, Rs. 35; 20 seers allowed for luggage.

**Special Tonga.**—Rawal Pindi to Baramula, Rs. 100.

**Ekka Dak.**—Rawal Pindi to Baramula, Rs. 20.

**Baggage.**—About Rs. 4 per maund; about Rs. 50 per cart carrying 15 maunds.

**Rawal Pindi to Murree only—**

Single seat	...	...	...	Rs. 8
Return ticket	...	...	...	„ 12
Special	...	...	...	„ 24
Ekka	...	...	...	„ 5

Special arrangements are necessary for carriage dâk with Mail Company.

A great deal of baggage is now carried in by ekkas.

Visitors marching in, those using jinrickshaws, dhoolies and dandies, generally have their baggage thus conveyed. An ekka will go three and four marches a day.

All arrangements for carrying baggage must be made at the terminus, Rawal Pindi, or, perhaps, Murree. No carriage whatever can now be procured on the road. There is none at Kohala. Empty ekkas may occasionally be available. Camels are procurable at Rawal Pindi, the cheapest form of carriage.

Some passengers march in stage by stage. Some do two stages a day.

By previous arrangement tongas, ekkas, carriages, &c., will meet the traveller arriving by the morning train. After enjoying at the station, the excellent breakfast (previously telegraphed for), a start can be made without delay. Should the traveller have arrangements to make, he can halt for the day at a hotel, leaving at day-break the following morning.

### **Time of Journey—**

Rawal Pindi to Murree	...	...	5 to 6 hours.
Murree to Kohala	...	...	4½ "
Rawal Pindi to Kohala	...	...	9 to 10 "
Kohala to Baramula	...	...	12 to 14 "

### **Baramula to Srinagar—**

"	" by boat	...	24 to 30 "
"	" by horse dâk	...	5 to 6 hours.



In the long summer days, fine weather, and the road in good order, the journey by tonga may be anticipated as follows :—

<i>1st day</i> —Rawal Pindi	...	5 A.M.	
Sunnybank	...	10 A.M.	(Branch road to Murree.)
Kohala	...	2-30 P.M.	(Cup of tea or lunch), previously wired for.
Domel	...	5 P.M.	
Ghari	...	6-30 P.M.	
	say	7 P.M.	
<i>2nd day</i> —Ghari	...	5 A.M.	[telegram.]
Uri	...	9 A.M.	(Breakfast ordered by
Uri	...	10 A.M.	
Baramula say,	...	2 P.M.	
Baramula, horse dâk,	2-30 P.M.		
Srinagar	...	7-30 P.M.	

This is, of course, good going, with everything in one's favor.

With a good moon, Chakoti even may be made on the first evening.

During the height of the season, with heavy roads, and hard-worked ponies this pace could not be always anticipated.

The mail cart drivers are generally changed at Murree and Ghari.

#### **Distances—**

<b>Murree</b>	{	Rawal Pindi to Murree	...	... Miles.
		„ Tonga office	...	... 38½
		„ Mall above	...	... 39
<b>Kashmir</b>	{	Rawal Pindi to Sunnybank	..	... 36¾
		Sunnybank to Kohala	...	... 27½
		Kohala to Baramula	...	... 98
				—
Total			...	162¼

**Stages**—Rawal Pindi to Murree and Sunnybank is divided into ten stages.

Miles.		Stage distances.	Remarks.
6	a	6	
12	b	6	Barakou D. Bungalow at
17	c	5	13½ mile.
21½	d	4⅓	
25½	e	3¾	Tret D. Bungalow.
27¾	f	2¼	
30¼	g	2½	
32½	h	2¼	
35¼	i	2¾	36¾ Powell's lodging house.
38½	j	3¼	38½ Murree.

For purposes of description, the road to Kashmir is divided into three portions :—

A.—**Rawal Pindi to Sunnybank** involving a rise of 4,300 odd feet.

B.—**Sunnybank to Kohala**, an almost continuous descent for 4,000 feet.

C.—**Kohala to Baramula**, a gradual rise of 3,150 feet in 98 miles.

A.—**Rawal Pindi to Sunnybank**—

1,720 ft. to 6,000 odd ft. *distance* 36¾ miles.

Having carefully loaded up outside the Railway Station, the traveller makes his start, the tonga soon crossing the line of rails if the gates are open to traffic. If closed, the road further up leads under the railway and heads for Murree and the hills seen in the distance. The brick tower



on the left, about 4 miles out, indicates the new water channel in connection with the Rawal Pindi Waterworks, constructed in 1889-90 by E. G. Hebbert, under the Commissionership of Col. Parry Nisbet, C.I.E. A line of small brick shafts will be seen up to 8 miles showing the course of the works.

As far as Barakou, the road on either side is fringed with Sheesham trees, and is more or less level up to the 12th mile. In the third stage, 13th mile, a hill stream is crossed by an Irish bridge, the lee-side of which is flanked by strong posts linked together with heavy chains. This protection was put up on account of a fatal accident that occurred here many years ago. A tonga was returning in the afternoon from Murree. Two officers occupied the back seat and a lady the front. On reaching this nala the stream was running in flood. The coachman objected to cross, but his objection was overruled. He further wished to obtain the help of coolies. The tonga was eventually driven into the torrent, which proved to be of great violence. With the object of assisting the passage, the officers jumped out on either side. They were immediately carried off their feet, swept away in a moment, and drowned. The mail driver held on to the lady passenger and prevented her jumping out and both escaped.



In the autumn of 1891, a tonga going towards Murree, with one passenger, was caught by a freshet here, lifted over the chains and swept away. Some of the mails were eventually recovered. The tonga on this occasion had crossed more than half way and was approaching the far bank when the freshet was seen in the distance. The passenger and coachman both had time to jump out ; the latter cut the traces, freeing the ponies, and all escaped a watery grave. A notice board on each side warns the passenger as follows:—

“Travellers are requested not to enter the stream when the water is up to the red line on the posts.”

In January 1892 this red line was very indistinct. This stream will, I understand, be eventually bridged.

At 13½ miles Barakou is passed. Here is a fully furnished dāk bungalow, standing in its own compound. It is by no means a cheerful-looking place, and is seldom used by travellers making Kashmir. Opposite the rest-house is the police chowki and, around it, the camping ground for troops.

A mile beyond Barakou, the road enters the first low hills, prettily covered with sanitta and adhapattar shrubs, the latter locally known as Bārkri.

The third stage (Satarah Mil) suddenly comes into view after rounding the corner of a hill. Here toll is taken for man and beast.



Each traveller	...	...	$\frac{1}{2}$ pice.
Saddle horse	...	...	$1\frac{1}{2}$ annas.
Ekka	...	...	4 „
Camel	...	...	8 „
Tonga	...	...	1 rupee.

The next stage is  $4\frac{1}{2}$  miles, with some hard collar work. At  $18\frac{3}{4}$  miles the serai of Chattar is passed, overlooking a pretty well-wooded garden opposite, outside which fruit, gingerpop, &c., is sold during the season. The serai contains a couple of rooms at one end. The garden is a good halting place for breakfast to those marching by stages. In the 22nd mile the road begins to descend by the right bank of a hill stream, which is crossed by a lattice wooden bridge. This bridge marks  $23\frac{1}{4}$  miles; across it the ponies go at a gallop, and the real ascent to Murree has at last commenced. Above a high ridge comes into view, on the far side of which stands the Tret Bungalow. To reach it the road makes a long detour to the left, skirting a spur and passing the first small belt of pines. The rest-house, concealed by the hill below, lies back on the right just beyond the stage  $25\frac{1}{2}$  miles. Tret is 4,000 odd feet above the sea-level. The bungalow is fully equipped, has four sets of rooms, khansamah, stores, &c. The front verandah faces an amphitheatre of hills, on the right, fairly well covered with pine forest, but dry and brown towards the left. In the centre of the high ridge in front, a watch tower, built



in Mutiny days, is a striking object. This post commands the highway, and marks the point where the road turns sharp to the right towards the Murree Brewery. In front of the rest-house is the limited camping ground, and on the right the village, bazar, and post office. The evening view towards the plain is toned and softened by the low intervening ranges of hills just passed through. Beyond Tret, as far as Sunnybank, the rise is rapid, over 2,000 in 10 miles, and the ponies are changed very frequently ; the intervals of the next four stages being respectively  $2\frac{1}{4}$ ,  $2\frac{1}{2}$ ,  $2\frac{1}{4}$ ,  $2\frac{3}{4}$ . The road winds up to the right towards the watch tower on the ridge making several curves and zig-zags, and giving some pretty back views, the Tret Bungalow gradually looking smaller and smaller, until it is lost to view beyond the ridge. A second circle of hills is now entered, the road winding in and out with good forest to the right to the well-known Murree Brewery,  $32\frac{1}{2}$  miles. The waste-pipe from the vats above passes under the road, giving up a most refreshing odour of hops. Above the brewery is the postal and telegraph office, the tonga passing the door. If the passenger is going on without resting at Murree, he should wire from here to Kohala for lunch or tea, &c. The last changing stage up hill, on the Pindi side for Kashmir, is at  $35\frac{1}{4}$  miles. Beyond this stage, the commissariat godown comes



into view on the left of the road, marking the junction or rather the division of the roads ; that to the right continuing back and up to Murree,  $1\frac{3}{4}$  miles, that to the left leading direct to Kohala and Kashmir. Above the angle formed stands Sunnybank, Mr. Powell's lodging-house. It contains seven suites of furnished rooms in charge of a chowkidar only. It is at present merely a lodging-house. All cooking arrangements, food, &c., must be made by the traveller. I understand it is the intention of the proprietor to turn it into a hotel, when it will certainly supply a want. From Sunnybank a short steep cut leads up direct to Powell's Hotel  $2\frac{1}{4}$  miles. A telegram from Pindi to the manager would enable lunch or breakfast being sent down to await a traveller on arrival. The traveller is warned that between this point and Kohala, by the driving road,  $27\frac{1}{2}$  miles, there are no regular rest-houses and no refreshments are procurable.

We have now completed the description of our first portion A. One might add that during 1890-1-2, between Barakou and Sunnybank, the roadway has been much improved. The heaps of stones used for repairs are now placed in levels dug in the hill-sides, nearly all the awkward corners have been cased off and aligned at an easy angle, notably below Tret ridge and above the approaches to the bridge, this structure itself being raised.

As some visitors will prefer to halt at Murree, a short note is here inserted.

From Sunnybank corner, the road runs up to Murree as far as the Club. The tonga office is on the left, close above the Victoria Chambers. Here furnished quarters, and refreshments are generally ready, and stores procurable. Above the tonga office a road continues up a steep gradient and joins the mall at 39 miles. There are good hotels, shops, a fine club and a church at Murree. Government House is now Roweberry's Hotel. The post office heads the mall and the telegraph office is above and near Powell's Hotel on the Kashmir Road. Ekkas now go along the former bridle road from Powell's and gain the new road to Kohala at the second mile-stone, the bridle road leading on to the Cricket Flats and Deywal Dâk Bungalow.

B.—**Sunnybank** to **Kohala**—130 ft. = 130 ft.  
6,000 odd ft. descent of 2,000 feet, *distance*  
*27½ miles.*

This portion is divided into seven dâk stages as follows :—

*Last Stage*—**Rawal Pindi** side was  $35\frac{1}{4}$ , to Toba,  $5\frac{1}{2}$  miles (Kashmir side).

*1st Stage*—**Kohala** side  $27\frac{1}{2}$ , Sunnybank to Toba,  $23\frac{1}{2}$ , *distance*  $3\frac{3}{4}$  to 4 miles.

<i>2nd Stage</i>	... Bhagli	... $3\frac{3}{4}$ miles.
<i>3rd</i> "	... Thakkar	... 4 "
<i>4th</i> "	... Phagwara	... $3\frac{3}{4}$ "
<i>5th</i> "	... Bhandi	... $4\frac{1}{2}$ "
<i>6th</i> "	... Bhansi	... $3\frac{3}{4}$ "
<i>7th</i> "	... Kohala	... 4 "

Total ...  $27\frac{1}{2}$  "



This road was first driven over in a tonga in October 1887. From the 25th mile on, the road has been greatly improved and strengthened by strong protective walls built into the hill-sides.

Leaving Sunnybank the road, now nearly level, winds round the east face of the hill below Murree through most lovely forests of pines, graceful chestnuts and sycamore intermingled. Indeed no such scenery is again met with until the first stage beyond Uri, a distance of 100 miles.

At  $2\frac{1}{2}$  miles the new road crosses the old pack road leading to the cricket ground and the old stage of Deywal and up directly to Murree.

Deywal is eight miles distant. A fully furnished dāk bungalow with four sets of rooms.—Deywal to Kohala. Old road 10 miles.—Visitors marching by stages are advised to take this route unless they are prepared to march direct from Murree to Kohala. On the new road there is no furnished dāk bungalow. At (Rawal) Phagwara Pony Choki, is a charmingly situated D. P. W. Bungalow, a hundred feet or so above the road. Permission to use this should be asked from Executive Engineer in charge of the road. Cooly or mule carriage is required for the Deywal diversion, old road.

The traveller should recollect that the mile-stones to Kohala are read backwards. Sunnybank being  $27\frac{1}{2}$  and Kohala 0.

At  $23\frac{1}{2}$  miles (from Kohala) the road passes below a ridge, on the summit and slopes of which is the camp of Topa, not visible from below. Just beyond the changing stage is the Topa cemetery, recently much enlarged. In January 1892, it



contained six graves, all British Cavalry, and in the corner a larger one, which a tablet let into the wall denotes as the last resting-place of five privates of H. M.'s 6th Regiment who died of cholera in 1872. The real descent to Kohala now commences and only one pony is attached as far as Bhansi, four miles from the terminus. For the next four or five miles the road leads through weedy pine forest, mixed with dwarf oak, the pine slowly disappearing. Beyond, the tonga is much exposed to the afternoon sun, the road running across the west face of the hills, by deep ins and outs, round numerous corners, above strong masonry bridges, the great curves of the roadway being visible miles ahead. The hill-sides, bare of forest, are dotted over with numerous little hamlets, and terraces of fields, often in very inaccessible-looking spots. Fine views of the Pir Punjal Mountains, capped with snow in spring, are obtained on the right. As the tonga descends, the views become tamer and more limited, while the heat is severe. At 16 miles one gets a passing glimpse of the River Jhelum, a little streak, miles away far down on the deep gorge below and another peep from the back of the tonga at 13 miles, and again at the 9 miles from Kohala.

About a quarter of a mile above and beyond the Phagwara stage, a hundred feet or so above



the roadway is a charmingly situated 4-roomed D. P. W.\* cottage. The Dâk Bungalow at Deywal is about three miles distant above the pagdandi or mountain path leading up to it, being visible on the hill-side a mile ahead. At Bhandi stage is a single-roomed D. P. W. cottage. The last of the great curves is rounded at Bhansi, the first pony stage from Kohala. From here the road runs more or less parallel with and in full view of the river, though at a considerable height above. Two ponies are again attached here.  $1\frac{1}{2}$  miles from Kohala, the steep roadway up the bank, is the direct path to Deywal by the old route. Further on the roar of the Jhelum rapids begins to din on the ear. Just beyond a sharp turn to the left, with a descent, the Khanair Khuss (torrent), thundering down on the left, is crossed by a good 60" span bridge on which the ponies break into a galop coming and returning. Beyond the bridge, a zig-zag path will be seen leading up to another very pretty D. P. W. house. The charming view gained from the little level on which the house stands will well repay the climb.

Where the Khanair stream joins the Jhelum, the river becomes a scething pool hemmed in by lofty hill-sides. The tonga continues on level road, up the now really pretty gorge of the Jhelum Valley,

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\* D. P. W. is the synonym for Department of Public Works.



and the ponies are pulled up in the Kohala Bazar. The bungalow itself is not visible from below. It stands at some distance above the river, and is approachable only by a bridle path. All baggage has to be carried up by coolies, a most inconvenient arrangement for travellers arriving in wet weather. A driving road up to the stage would be a boon to travellers, as numbers of visitors halt here going and coming. The postal and telegraph offices are close to the bungalow. The post office is open all the year round ; the telegraph is worked only for six or seven months in the year. When the wire is closed here, the nearest post is Domel, 21 miles ahead.

The bungalow here is a very good one. It contains four sets of rooms and bath-rooms. Outer wire doors in front and behind. Handsome stone fire-places have lately been added. The traveller should note that punkhas are swung here, and that in summer the heat of Rawal Pindi and Kohala are much on a par. The house is fully furnished. The present caterer produces some of the finest potatoes in India, procurable from Nathia Gully on the heights above. A spring of drinking water exists close by. No carriage is procurable here, nor do any arrangements exist for coolies, dandy bearers, &c., a condition severely commented on by travellers in D. B. Book. Empty ekkas might be available, but the traveller should clearly



and finally, understand that all through arrangements must be made at either terminus, Baramula, Murree, or Rawal Pindi. For travellers marching in by stages, I advise camel carriage, though camels, like bullock-carts, are the bugbears of the tonga driver and the impetuous traveller.

**From Kohala.**—A path runs direct up to Doonga Gully, reaching the summit of the ridge at Nathia Gully. 11 miles distant. The climb is severe, 6,000 feet. The first four miles is a very steep and stony ascent, but nearly the whole distance, 15 miles, can be ridden.

This march runs through beautiful scenery and shady forests, which abound in every variety of form. There is a dâk bungalow at Doonga Gully.

Owing to limited space, the tonga ponies are housed on the Kashmir side of Kohala across the river.

**Return Journey.**—Kohala to Rawal Pindi. In January 1892, I drove from Kohala *direct* to Tret in  $5\frac{3}{4}$  hours; lunched at Tret, and reached Rawal Pindi at 5 P.M. Road in the most perfect order; ponies good, and not over-worked.

**C.—Kohala to Baramula—**

2,000 feet rise to 5,150,      *distance 98 miles.*

Divided into eight marches and eighteen dâk stages as follows :—

## Marches.

	Name.	Height above sea-level.	Distance in miles.	Remarks.
1 Kohala to 2,000	Dulai ...	2,181	12	
2	Domel ...	2,319	9	
3	Ghari ...	2,750	13½	
4	Hatian ...	3,080	10	
5	Chakoti ...	3,780	11	
6	Uri ...	4,425	13½	
7	Rampore ...	4,825	13	
8	Baramula ...	5,150	16	

## Dâk or Postal Stages from Kohala.

	Name.	Total distance in miles.	Remarks.
1	Peroora ...	6	
2	Dulai ...	12	D. B.
3	Chahwah ...	18—17⅔	
4	Dhanee ...	23	Domel 21½.
5	Kerowli ...	29¼	
6	Ghari ...	34½	D. B.
7	Sir ...	40½	
8	Hatian ...	44½	D. B.
9	Chenars ...	50½	
10	Chakoti ...	55½	D. B.
11	Aroosa ...	60	
12	Khalgye ...	65⅓	
13	Uri ...	69	D. B. 68½.
14	Raja Rawahi ...	74¼	
15	Oorambooah ...	80	D. B. Rampore 82.
16	Naoshera ...	87	Longest stage on road.
17	Kachema ...	92	
18	Baramula ...	98	D. B.

Horse dâk stages for Mail Imperial Carrying Company.



**Baramula to Srinagar**,—32 *odd miles*.

1. Nopoor.
2. Palhallan.
3. Singpura.
4. Chuck Diwan Shah.
5. Srinagar.

**British Post Offices**.—Domel, Uri, Baramula, Srinagar.

**Kashmir State Telegraph Offices**.—Domel—Uri, Baramula, Srinagar, Sopor, Islamabad, Jamu, Devgol (south side of Banihal Pass), Astor, Gilgit, also at times offices are open at Chakoti and Rampore.

**Kashmir State Dispensaries**.—Domel, Rampore (Bhanyar  $1\frac{1}{2}$  miles beyond D.B.), Sopor, Srinagar, Islamabad, Shupyan, Astor.

1. **Kohala to Dulai**—

2,000, feet rise to 2,181, *distance 12 miles*.

Two dāk stages.

Immediately below the bungalow a handsome suspension bridge, completed in 1871, conducts the traveller across the River Jhelum into Kashmir territory. At the bridge tolls are levied from all that cross, pedestrians, coolies, animals, and the visitor in a Special is mulcted of one rupee. The strengthening and stiffening of this bridge to enable it to cope with increasing heavy traffic has

been long under consideration. On the far side the traveller enters the New Jhelum Valley Road, the Grand Trunk Road connecting Kashmir with the Punjab. This road reaches Baramula by the left bank of the Jhelum with an easy gradient of 3,150 feet in 98 miles.

This great work commenced in 1880 may be said to have been completed, and informally opened on September 10, 1890, when His Highness Pertab Sing, the Maharajah of Kashmir, was driven through from Baramula to Kohala. The road was commenced and completed by Mr. A. Atkinson, Engineer to the Kashmir State, as far as the 54th mile, short of Chakoti. A few miles, at the Kashmir end, from Baramula, were also constructed by him on the right bank of the Jhelum, it being his original intention to cross from the right to the left bank opposite the 66th mile, then saving the great detour now involved above Uri. The present alignment of the road from Chakoti to Baramula was made by Mr. Farrant, Executive Engineer, and a great deal of the work between Baramula to Uri was carried out under his orders. In November 1889, the final completion of the road fell to Mr. E. G. Hebbert, the whole being under the superintendence of General de Bourbel, R.E., Chief Engineer, Kashmir. From Chakoti on the actual work was carried out and completed by a firm of contractors, Spedding, Mitchell & Co.,



whose solid and lasting work is locally as well known, as the proverbial hospitality extended by them to all-comers, at their house at Uri. This latter part, from Chakoti on will afford the traveller plenty of food for observation, wonder and admiration, I may say awe, as he passes under some of the most stupendous cuttings in India both in solid rock and conglomerate. Hitherto no accident has occurred to mar the pleasure of this tonga journey, though many visitors must have experienced, and many yet have to experience the feeling of relief, at clearing many awkward spots, as much from the overhanging rocks above as from the giddy dept below.

The construction of this road has cost many lives. Between Chakoti and Baramula during a period of four years, fifty men were killed ; the majority by falling over precipices while at work, a few by rocks falling from above, a few by explosions. The hardest work, *vis.*, rock-cutting, was done by gangs of Pathans who proved excellent workmen, but showing reckless regard to danger. Twenty lives in addition are said to have been lost from the effects of snake-bite in the cuttings required to take the road round the point beyond the Kachema Plain to Baramula, between 93 and 95 miles. Most of the cases actually occurred at the corner of the headland, which in consequence is not inaptly called 'Snake Point.'



Speaking generally the landscape, as regards mountain views or forest scenery, is comparatively tame, while the ears of the traveller are constantly jarred by the eternal roar of the rushing Jhelum whose deafening sound is perpetually heard as far as Kachema 92 miles, with a few exceptions, as the approach to Domel  $20\frac{1}{2}$  mile, at Sir  $38\frac{1}{2}$  mile, Chakoti and Uri.

The noise at Barsala  $1\frac{1}{4}$  mile, Dulai 12, and Domel  $20\frac{1}{2}$  is especially loud, these stages being very close to the river. Some people like this perpetual noise, but most will often enjoy the little respite allowed at the above places.

Beyond the Kachema Plain, that is, from Baramula for the first five miles, the river flows almost silently along. Where the gradient increases the roar commences. Some of the rapids are a really grand sight with the river in full flood, especially beyond 74 miles.

Travellers are reminded that severe heat is experienced between May and September as far as Chakoti or even Uri. Between Kohala and Domel  $21\frac{1}{2}$  it is well to start early; the hill-side being in shade up to 9 A.M. From Domel on, the afternoon offers shade on the left bank owing to the change in the direction of the road.

After crossing the suspension bridge, the direction is nearly due north for  $\frac{3}{4}$  mile, the road then turns to the right passing through the first cutting



opposite the first mile-stone. In the snug little corner  $\frac{1}{4}$  mile ahead, is the Barsala Bungalow, the first rest-house in Kashmir territory. It contains two rooms, bath-rooms, and is furnished. The intention is some day to complete it into a regular dâk bungalow. There are neither supplies nor khansamah, and the house is chiefly used by State officials. The situation is a very hot one, and the noise of the waters distracting. On the steep hill-side above the bridge in the corner run the old short track to Ghari.

A little beyond Barsala is the first tunnel, a small one cut through very hard rock with a little bridge beyond. There is a pretty view from this bridge, and many photographs and pictures have been taken here. Beyond are several rock cuttings with good back views; at  $3\frac{1}{2}$  miles the small Shahdera plateau is crossed, whence a huge pyramidal snow-capped mountain comes in sight. This mountain lies up the Kishengunga Valley, overlooking Domel, and is a striking object henceforth in front. Beyond Shahdera is a deep in and out, and just this side of mile 5, the 2nd tunnel is passed, and soon the well cultivated plain of Chatter comes in sight. In former years a rather picturesque double-storied rest-house marked this stage, but not a trace now remains. From Chatter the road descends for a mile by zigzags to the Agar Nadi, the biggest stream



between Kohala and Baramula. This torrent is now crossed by a bridge built partly of iron girders and partly of wood. The Agar is a powerful and dangerous stream. When in flood huge boulders are carried over its bed, and the noise of these stones dropping into the Jhelum may be heard at some distance.

The pedestrian may here note that at the 7th mile-stone "Chattar," a short cut branches off, follows the bed of the Agar Nadi, until a spur near the source of the stream is reached, from whence the path drops down to Ghari. This march may be accomplished in 11 hours and may be ridden in parts. The distance is 10 miles.

Kohala to Garhi by short cut is ...	... 23 miles.
„ „ „ New road is	... 34½ „

Across the bridge, the road runs comparatively close to the river to another hill stream. Though draining a comparatively small area, this nala becomes a tremendous torrent in heavy rain. It was formerly crossed by a bridge resting on four iron stanchions, which for several years stood the test, until the autumn of 1891 when the whole structure was clean swept away in a flood. So high was the flood that the water rose to the level of the bridgeway, and the small flour mills on the right bank, worked by a diversion of the stream from above, were also destroyed. These water mills are, I think, the first of the kind met with on this route. In the next march such mills will be noticed worked in a bend of the Jhelum (19 miles),



and further on they will be observed in nearly every side hill stream, the whole culminating in the splendid water saw mills at Bhanyar. A temporary bridge was put up here for Lord Lansdowne's visit in October 1891, which has since January 1892, been replaced by a fine permanent structure lower down: strong abutments have been built on each side, and an 80-foot span bridge has been thrown across to the natural rock opposite.

The Dulai Bungalow is exactly below the 12th mile-stone. It is hidden from view until close at hand. Built of stone, it is surrounded by a charming verandah, with handsome fittings, fire-places, baths, &c. Its accommodation consists of three bed and bath-rooms, one common room, all with fire-places. This, as well as the bungalows at Domel and Ghari were built and occupied by Mr. Atkinson during his construction of the road. As a staging house it is quite a gem. It was christened "Honeymoon Cottage" by Lady Ripon who, with the Viceroy of India, had lunch here in 1883. The gum trees planted around ten years ago are thriving well. On the opposite bank of the Jhelum nearly facing the house is the first poplar seen on the road. Bungalow fully furnished, English stores, wines, and khansamah.

4. **Dulai 12 ; to Domel 21½—**

2,181 feet rise to 2,319, *distance 9½ miles.*

Dak stage at Dhance 1½ miles above Domel.



At the start, in the corner, a small bridge is passed. A little ahead two pretty cascades fall one into the other on the opposite bank. At  $13\frac{1}{2}$  miles, the high mountain, locally called Mukra, comes in sight: a striking feature of the march. This mountain stands in Afghan territory on the right bank of the Kishengunga. Two miles ahead, at a sweep in the Jhelum, some huge rocks will be noticed buried in the left bank of the river. The huts seen ahead beyond  $15\frac{1}{2}$  miles mark Rara, where, in former years, the old rest-house stood. The site is now ploughed up and forgotten. Exactly opposite the huts here, the Nainsook river, rising amidst the snows of Khagan, issues from the deep gorge opposite to join the right bank of the Jhelum. The roar at the meeting of the waters is very great. The Nainsook defines the boundary between British and Kashmir territory on the right bank. Beyond this point, the 16th mile, both banks are in Kashmir territory. 400 paces beyond the 16th mile-stone low down on the opposite bank of the Jhelum, but above flood water-mark, the traveller will notice a solitary and, I believe, the only palm tree seen along this route. At 17 miles a large wedge-shaped mass of hills appears ahead. As the road winds in and out, these landmarks are lost to view, again showing themselves. This side of the 18th mile, a large landslip is passed. This slip, a source of constant



trouble and expense to the engineer, is said to be continually kept moving by the action of deep springs loosening the soil. Beyond the slip (18th mile), a tunnel longer than any of the previous ones is passed. This tunnel measures 76 paces. It leads directly on to a bridge which has, for years, been an awkward bit of the road, having many times been carried away. In January 1892 this nala was crossed by a wooden cantilever Howe truss bridge, composed of four trusses, each 78 feet span, running straight away from the opening of the tunnel. A bridge swept away on this road is a much greater calamity than a hillside or the roadway itself slipping. Beyond 19 miles, the Jhelum makes a curve to the right, and the road leaving it crosses the tongue of land fitting into the curve. A short distance beyond a big sweep is entered by some hard cuttings, the road being in view some distance ahead. Beneath on the left, a back-water has formed a deep pool where great numbers of logs collect, some of which are stored in a dépôt above. The water mills worked below on the right bank of the river are seen from here. Beyond the tunnel, towards Domel, the visitor can hardly fail to be struck with the curious look of the two semicircles of hills on the right into which the flat tongues, crossed by the road, fit as it were. They are very perpendicular, with sharp conical points. Huge landslips



have frequently occurred, and the whole hill-side in places looks ready to crash down and block the whole stream. He may also have noticed that the formation of the earth has changed from the Murree group into rocks abounding with limestone and shale. Very superior lime is made of this stone. Beds of excellent fire-clay are also found in parts of the strata, specimens of which have been sent by Mr. A. Atkinson to the Lahore Museum. The shale is also peculiar, and at a distance very much resembles coal. It, however, contains no carbon, and is only made use of for dyeing native clothes, which it does nearly as effectually as indigo. A dyke of yellow ochre, half stone half clay, may be seen running straight as an arrow past Domel, and for miles up and down, crossing the river and road several times. The dark shale mentioned is, I think, first seen on the side of a nala, on the opposite bank of the river, facing the entrance of the tunnel. On the table-land above, 19—20 miles, is the flourishing village of Amber, associated in the old track days, with a deliciously cool spring of water. In the spring and after the autumn crops are cut, good partridge shooting is to be had here. Beyond 20 miles the road crosses a second plateau, passing the village of Shelter, from the far end of which a pretty panorama up the Kishengunga Valley comes in sight. Straight ahead stands an old Mogul Serai: beyond and



apparently continuous with it is the prettily-posed town of Mozufferabad, situated on a high plateau, backed by orchards on the left, with sloping mountains on each side, while towering above and filling up the background is the fine mountain, Mukra, its summit clad in snow. Close below rushes the Jhelum, and on his right front the traveller catches a view of the pier and outhouses of Domel, hidden in a plantation of blue gums. The whole forms a good subject for a picture, combining as it does, water, snow, and bold mountain scenery. Beyond 21 miles the road leads through a cutting and descends somewhat to Domel, passing a level camping ground, and the postal and telegraph offices and bungalow below. A bridle path leads direct to these, but the tonga continues on to the bridge, and returns to the bungalow down a steep incline. The changing stage is at Dhancee, 23 miles, and therefore a mile and a half beyond Domel, forming the only little objection to halting at this charming spot.

The Domel Rest-House exactly faces the meeting point of the Jhelum and Kishengunga rivers, a tongue of land intervening. The large volume of the Jhelum seems, as it were, to force the clearer greener water of the smaller Kishengunga to one side under the rocky bank opposite. The lofty mountain Mukra is the chief point in the landscape beyond. The bungalow contains eight rooms



four fire-places, and four bath-rooms, and one common centre dining hall, in the sides of which are fitted large almirahs, filled with a good supply of Europe stores, wines, including Kashmir brands. A charming verandah, with a lattice portico, faces the river. The house is well furnished and provided. A postal box is attached. A greensward has been laid out in front, fringed with gum trees, strong, and well-grown. From the lawn a pretty little pier runs out into the stream, below which the river, when in flood, tears along at a giddy pace, straining the iron stanchions that support it. In October 1890, I counted the blue gums, which here grow wonderfully well, making eight trees in the first line, and nineteen in the second, pier end to garden fence. All were in full blossom in October.

Adjoining the rest-house is the pretty cottage occupied by the road engineer. The roof has recently been raised and improved, but the bungalow itself is almost completely hidden by bowers of the most splendid roses and creepers imaginable. I doubt if a finer show of roses exists anywhere in the Punjab, or in such profusion. A small pier runs out to the river. Beyond this harbour of roses stand the fine workshops driven by steam-power.

The new suspension bridge, designed and constructed by Mr. A. Atkinson, was formally opened in April 1889, by Sir Frederick, now Lord Roberts, of Kandahar and Waterford.



It is constructed of steel on the cantilever principle; the cantilever being the imitation of the Indian idea of crossing hill streams by large logs, projecting one over the other. The masonry part of the bridge is faced with handsomely carved stones; while Kashmir architecture and Hindu mythology are represented in the cupolas at either end, and by chambers underneath with niches let in, to which are attached Hindu deities.

**Mozufferabad**,—The capital of a province extending from Kohala to Baramula, forms the headquarters of a district of considerable extent. It is situated on a high plateau, extending back up the gorge for a mile and a half. A cart-road connects it with Domel. The town is backed with orchards and gardens. A strong fort guards the north end of the plateau. This fort faces and commands the nala that leads up to the Pass for Abbottabad and Garhihabulla, and was formerly of great importance, guarding the road from Peshawar. Time: Domel to fort, one hour. Views good; but admission still refused without permit from local authorities.

Half a mile from Domel, on the Mozufferabad road, the Kishengunga is crossed by a new wire suspension bridge, designed by Mr. E. G. Hebbert in 1890, to replace the old decayed wooden cantilever bridge of ancient days. The road to Abbottabad leads across this bridge, up the



(opposite) right bank of the Kishengunga, under the fort just mentioned, and then up the nala at the head of which is the Pass for Abbottabad, Attock, and Peshawar.

It has been, I believe, almost decided to adopt this route for the new railway, connecting Hasan Abdal with Domel and Kashmir with India. Such a railway, constructed even as far as Domel, would open the Kashmir markets immensely for export and import. The severe climb to Sunnybank either way is a reproach to the level part of this fine road, and a considerable hindrance to traffic and commerce. In spite of its loveliness and general prosperity, Kashmir has been visited with the most disastrous famines owing to failure of the rice crop. Once a railway connects Domel with the Punjab, such a catastrophe could not again happen. For the rail, the Kishengunga would have to be properly bridged, and the grand structure at Domel strengthened for heavy traffic. When the present cart-road has connected Baramula with Srinagar, once landed by rail at Domel, the journey to Srinagar will be accomplished easily in 12 hours (109 miles).

A grand old Mogul Serai overlooks the Kishengunga suspension bridge and guarded the ferry of former years.

Two hill or pagdandi roads, or rather tracks, lead from Domel to the Kashmir Valley.



A. Follows the Kishengunga Valley, and finally joins the Lolab road entering the valley from the west. The marches are all more or less difficult, and are only frequented by sportsmen. Markhor have been bagged on, or from this route.

The marches are as follows :—

No.	Marches.	Miles.	Remarks.
1	Domel to Nurasiri ...	14	
2	Dunna ...	10	
3	Purtan ...	10	
4	Panjkot ...	12	
5	Karna ...	12	
6	Drigari ...	15	
7	Panzgam ...	12	
8	Tregam ...	8	
9	Chogul ...	12	
10	Sopor ...	15	
11	Srinagar by boat ...	...	

B. The second route is still more rough and difficult.

From the Domel Bungalow a track will be seen leading up the steep mountain side on the right, between the bridge and Mozufferabad, nearer the latter. This is the starting point. This path leads over the mountains overlooking the right bank of the Jhelum, skirts the Khatai Nala, the Kaji Nag Peak, and finally descends and joins the valley above Baramula, where again the path is visible to the eye from a considerable distance. This is only fit for sportsmen. Ponies can be taken part of the way. No supplies; goojurs met with. It, however, passes within near reach of good sport. Baramula, report says, can be reached in four days only.

3. Domel  $21\frac{1}{2}$ ; to Garhi  $34\frac{1}{2}$ —

2,319 feet rise to 2,750, distance 13 miles.

There is nothing in particular to note in this march. The direction of the road changes and

D., K. H.

continues in a south-east and east direction. When passing the bridge a rupee is demanded as toll from the tonga. After clearing the bazar, and a pretty alcove on the right filled with ferns, clustered around a little drinking spout, the road winds in and out, passing under some very overhanging sections of conglomerate, with a well-cultivated stretch of land on the left. At  $26\frac{1}{2}$  mile stands a juniper tree, the first of its kind, its dark-green hue set off by the morning sun. This tree forms a striking mark from a distance either way, and used in former days to show the weary traveller his near approach to Tindali stage. It indicates the side of the once flourishing stronghold held by a rebellious chieftain, defeated and slain by Golab Sing. On the opposite side of the river are well-marked fans of land or plateaus, intersected with deep ravines. Short of 27 miles, are difficult cuttings which lead on, and over a level, to the left of which, nearly parallel with the river, is the plain ( $27\frac{3}{4}$  miles) on which stood the old Tindali stage. Not a sign of this is now visible. Opposite here the river dashes and bounds along to form some fine rapids. Formerly a native used to earn a precarious livelihood by swimming these rapids on a *mussuck* for the amusement of visitors. Beyond are some difficult cuttings above a strip of cultivation. On the other bank, a group of small pines stands out prominently



on the crest of a slip. Between Kohala and for some distance beyond Domel, the hill-sides are comparatively bare or clothed only with shrubs. Now pines and other trees fill in the landscape. The Ghari Bungalow is visible about  $\frac{3}{4}$  mile off. It is built on the west end of what may be called a fine plain for these parts, and is as charming as its predecessors. It contains four rooms, bath-rooms, fire-places, and one common room. English stores, wines, &c., are procurable. Exactly facing it is the village of Hatian, occupied chiefly by Sikhs, and built on red rocky sandstone, no doubt a very hot spot; the inhabitants spending a great deal of time in the Jhelum, washing themselves and their clothes. The winter climate at Ghari and Domel is perfect. Behind the bungalow stands the first chenar tree visible from the main road. There are, however, several reported growing at Mozufferabad. When the evening shadows are falling and lengthening, the views, east and west, up and down the river from Ghari are striking. Looking up the river in the distance is the Jhula or rope bridge, with an island of trees in the bed of the stream. Beyond it rises a detached hill partly filling in the near landscape, this hill overlooking the village and tank of Sir to be passed on the morrow. The ridge beyond, running right across the view, marks the Hatian Nala and stage. Turning west is a fine stretch of the river tearing



along, overlooked by the fans of land dotted with small pines and steep hill-sides above. The plain of Ghari extends for nearly a mile. It is overlooked by steep hills,—hardly mountains. About opposite the rope bridge on the summit of hill, the traveller may notice a solitary tree surrounded by a chabootra, visible to the naked eye. This marks the point where the short cut to Kohala and Chatter, mentioned before, descends to join the main road. The passage of the Jhula or rope bridge that spans the Jhelum here will be watched with interest by those visitors who have never seen, much less crossed, a rope bridge before. This and the Jhula a mile beyond Rampore are both comparatively easy. The Uri bridge is a good test. Sportsmen visiting the northern and eastern parts of Kashmir will certainly have to negotiate one or several of these bridges. It is curious, fact, I have myself witnessed it, that some of the boldest cragsmen, men who can face the most ghastly precipices, have an aversion to crossing this bridge. It is said in the neighbourhood of Gilgit, that inability to cross this kind of bridge has kept people practically confined to the district of their birth. Nervous people who must cross generally have their eyes bandaged and are conveyed over pick-apack, or are tied in a kiltā and carried as a load. The most difficult to cross are those fixed higher to one bank than the other, which causes



greater oscillation. A strong wind is dangerous and often stops traffic. The creeper fern is found near and about Ghari. It is rather uncommon, and somewhat resembling clematis is easily overlooked. Some big fish have been landed at Ghari up-stream, *attah* being used as the bait.

4. **Garhi 34½; to Hatian 44½—**

2,750 feet rise to 3,080, *distance 10 miles.*

Starting from the bungalow, the bazar and dāk stage are passed on the right, and to the left the Jhula bridge and the island in the river. At the end of the plain is a grove of trees where stood the old bungalow. Beyond this grove, near the bed of the river, some more chenars are seen and soon the Fort of Daputta, with a fine chenar overlooking it, is passed on the left. The road now rises somewhat, and leaving the river and two more islands approaches a high hill in front. This hill lying right across the line of the highway was tunnelled by Mr. Atkinson at 38½ miles. The tunnel was the biggest on the road, measuring 100 yards. It was used for some years, until drops occurred, and it was finally closed for traffic in the winter of 1890. It has now completely fallen in, a very great pity. In consequence, the road has now been carried up and over the hill-side on the left. This procedure causes considerable trouble and delay, particularly as heavy bullock-carts frequently select this hill-side for halting and breaking



down. This difficult detour is a blot on an otherwise splendid road, and the sooner it is removed the better. A gang of ten men is kept constantly employed at each end of the incline to help on tongas and traffic.

Another fine juniper tree (the only other, I believe, seen on this route), is visible high up on a plateau, on the right front, for a minute between  $38\frac{1}{4}$  and  $38\frac{1}{2}$  miles. It marks the position of the Chikar Tahsil.

At the foot of the Kotul the village of Sir comes in sight, and the road leads across a good plain with a miniature lake or swamp on the right. It then enters a deep ravine with conglomerate cuttings standing a hundred feet above the road. This troublesome gorge is crossed by a wooden bridge, the uprights to support it, being fixed in on base, which rests on a very deep arch of masonry seen far away in the khud below. Leaving this ravine by a small cutting, the road crosses a plateau on which stands the dâk stage Sir  $40\frac{1}{2}$  miles. While the ponies are changing, if the traveller looks back to a plateau above, he will observe the juniper mentioned before, and other trees which mark the Chikar Tahsil. Leaving Sir, a deep in and out, over  $1\frac{1}{2}$  mile in extent, with several minor nooks, high cuttings above and a deep drop below is crossed, and so the road continues to Hatian, the bungalow being visible several



miles away, down near the river and close to a fine clump of chenars and other trees. The roadway crosses the Hatian stream high above the stage by a handsome cantilever bridge, with lattice side pier and a span of 135 feet. I saw the first pile of this bridge swung into position by Mr. Atkinson, August 4th, 1889, and the structure was completed six weeks later. These wooden bridges are, I believe, considered only to hold good for about eight years. The bungalow "down in the hollow" has been much improved of late years. Attendance and food are not considered good, and travellers are not advised to halt here.

The traveller who does halt at Hatian should visit, and, if he is venturesome, essay the passage of the solitary rope bridge that spans the Jhelum (the only one of its kind). He will reach it from the main road, 200 yards beyond 45th mile-post. The descent to the platform is somewhat difficult. The traveller effects the passage sitting in a loop attached to a fork that plays on the rope. The crossing is worth witnessing, but loses by description. In the pool below men swim across the Jhelum.

5. **Hatian** 44½ ; to **Chakoti** 55½--

3,080 feet rise to 3,615, *distance* 11 miles.

Beyond Hatian Bridge, the road curves to the north, and then turns sharply to the right entering once again the gorge of the Jhelum.



Half a mile from the corner, the single rope bridge should be looked for below. It is visible from a point in the road. The drivers know the place, though they very seldom volunteer information, and know few landmarks. A small cluster of huts on the opposite bank far below marks the point where the rope is attached. Three miles beyond Hatian, a side road leads up to a plateau where the foundations of a bungalow have been laid, it being intended to have a stage here, in lieu of the old house at Hatian. It is unlikely that this stage house will be completed. With the opening of the road, and the majority of visitors hastening on to avoid the heat, the necessity for bungalows at every stage does not now exist as it did in former years. At Uri a splendid rest-house is under construction; and it is hoped that an equally commodious building will be erected at Baramula the terminus, where, above all places, ample accommodation is required. Beyond this plateau lies the Neli gorge. This deep nala, with high rugged banks, is crossed by a cantilever wooden bridge 100 feet span with lattice work similar to that at Hatian. Two wooden girders have yet to be added, but in the meantime a strong support has been built up from the centre of the nala below; and the bridge though very narrow, and a bit trying for the nervous, is really much stronger than it looks.



Half a mile beyond Neli (47th mile) the mouth of the Kathai Nala, with high rocks on each side flanking the entrance, where the water has cut a passage through, is passed on the opposite bank.

[This nala holds or rather did hold Markhor, the grand goat considered the trophy of Kashmir sport. Sportsmen will be interested in hearing that in this nala some three marches up, in the spring of 1884, Capts., R. A. —, made a wonderful bag of Markhor. One perfect head, measuring 59 inches, another 56, another 51, and three others over 40, a record that will be difficult to beat. In the spring of 1885, March, at Hadian, I met an officer hurrying on to gain this nala with its newly-earned honours. Though working hard he saw no Markhor.]

Between 48 and 49 miles a waterfall is seen in the corner of a pretty mountain glen on the right. Beyond this the road passes under some high and awkward cuttings of conglomerate which much overhang the road towards the "Chenars" stage 50½ miles. When approaching this stage, really opposite 48¾ miles, the traveller will notice a very serious landslip on the right bank of the river. This slip occurred in March, 1891. It is said to have fallen right across the river, blocking the flow for two hours. The road engineer, who saw it a few hours after, told me that the stream was blocked then to an interval of 10 feet only. In the next march several other ugly-looking landslips will be observed all in the right bank, where, in two places, it seems wonderful that actual blocking has not taken place. For descriptions of the blocking of the River Indus, by a hill-side giving



away below Boonji near Gilgit, see Handbook, page 294). The "Chenars" stage is marked by two lofty chenar trees between which the road runs. Above the dâk stables on the right, the traveller will see a very steep track zig-zaging up the hillside and disappearing in the forest above. This is the old pagdandi path, the high road of days that are gone, where the panting traveller toiled almost perpendicularly up the spur known as Koh Danda, 1,000 feet above the stream, a giddy height to look down on. At the highest corner many fatal accidents happened to baggage animals, and the baggage was not always recovered. The Chir Nala lies just beyond. From this point the road ascends rapidly with a rise of about 60 feet per mile, traversing pine forests, and passing some very dangerous cliffs and cuttings. Near 52 miles the road turns a corner under a very nasty high cutting, and in a deep nook beyond, the lovely, cool waterfall of Juscool comes into view. A cascade in two leaps falls gracefully into a pool some twenty feet above the road, whence it dashes on under the highway bridged over it, spraying the traveller as the tonga moves past. The old route passed hundreds of feet above this fall, and the traveller in consequence missed this, the cascade of the road. Beyond Juscool the road passes under dangerous cuttings that have caused a great deal of trouble and anxiety on account of the loose nature



of the soil and the steep angle of the hill-sides. The roadway is placed at a considerable height above the river with a very straight drop below. At such places the protective walling, an important feature on the Kashmir side of the work, relieves the passengers of anxiety. Beyond 54 miles the cuttings are easier, and soon ahead high up on the right, the whitewashed bungalow of Chakoti comes into view perched on a small spur overlooking the road.

Though not prepossessing in appearance, the old bungalow is better than it at first looks. It contains four furnished rooms, bath-rooms, and fire-places. In front is a large detached wooden shed built for H. E. the Commander-in-Chief in 1889. English stores are procurable here. The dâk stage is on the plain about 100 feet below. About half a mile distance from the bungalow an easy Jhula or rope bridge crosses the Jhelum, which sportsmen may note.

6. **Chakoti 55½ ; to Uri 69—**

3,615 feet rise to 4,425, *distance 13½ miles.*

The rapid rise to Uri should be noted. The ponies are changed twice: (1) at Aroosa, 60 miles ; (2) at Khalgye, 65½ miles, whence the rise to Uri is severe in 3½ miles.

In this march the traveller will have plenty of food for contemplation, as he passes above some of



the most awkward drops and precipices imaginable. He will appreciate the protecting rails on his left, and he will probably breathe freer when the Khulgye stage hoves in sight.

Below Chakoti Bungalow the road crosses a level plain, and enters the deep gorge of Tabarabad under some ugly overhanging conglomerate cuttings. Tabarabad is the first of the five great nalas that exist between Chakoti and Uri, irrespective of several smaller ones. This nala is crossed by 90-foot span cantilever bridge, with four lattice girders resting on solid rock. The drop is sixty feet, and the approach to the bridge is at an awkward angle.\*

The Opi plateau is crossed soon after, and traversing a shallow cutting, the road enters the Opi Nala, a very wide and picturesque mountain glen, well wooded on its upper slopes. The Opi Nala is crossed at a point which gives least curve to the road by a deodar bridge 220 feet long, divided into five spans supported by uprights resting on wooden sills encased in a mass of concrete. Up to the highest flood-line the uprights are surrounded by masonry to prevent their destruction by boulders (as occurred to the bridge beyond the 9th mile).

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\* This bridge and all those ahead were designed by Mr. Hebbert, the work on them being chiefly carried out by Mr. Keith Baines, who has since succeeded to the charge of the road,



Though in ordinary times the discharge of water is small, very heavy floods occur here, owing to the nala draining a large area. Beyond Opi, olive trees grow in profusion on the hill-sides, and the cuttings are easier up to  $58\frac{1}{2}$  miles. Here the river makes a sweep, and a narrow rocky gorge is entered, Bawambut is below, difficult rock cuttings with curious upheaval formations on the opposite bank, very close here. This used to be an awkward place and gave much trouble. The road at this point is really artificial, being supported by an immense retaining solid wall nearly 60 feet high for a distance of over 200 feet. Above this point is the plateau on which stands the village of Aroosa. The wilder scenery commences here. Just short of the stage Aroosa 60 miles, the river gorge continues very narrow with formidable cliffs towering up on the far bank. In the middle of this spot several landslips have taken place, the *débris* partly closing the gorge, and looking as if another good slip would complete the block, and perhaps retransform Kashmir into a lake. This is a point of the right bank, where owing to Nature's slips, it seems to an outsider that neither railway or road could ever safely be constructed. The Aroosa stage 60 miles is in a small quiet gorge above the bridge, crossing the Chakra Nala  $4\frac{1}{2}$  miles from Chakoti. From this point to the next stage the traveller may prepare himself for the bits



of the road. The construction of the next four miles cost immense labour, expense, and some loss of life, and the traveller can hardly fail to be impressed with the solidity and vastness of the work completed. Beyond Aroosa, 60 miles, the road ascends all the way  $1\frac{1}{2}$  mile to Dardkote. The approach to Dardkote is by and through solid rock cuttings. The Dardkote stream leaves the nala by a deep gorge cut through perpendicular rock. The River Jhelum itself here tears through a very narrow gap guarded by huge portals of rock ; and viewed from the bridge, the general grouping of this corner is wild and weird in the extreme. Eventually the Dardkote Nala will be bridged straight across its mouth, a distance of 60 feet with a drop of 150. Leaving Dardkote the road runs under the highest, heaviest, and most costly cuttings of any hill road in India, partly conglomerate cliffs, and partly rock work. The conglomerate cuttings reach their highest point 250 feet sheer above the road, and beyond 62 miles the rock cuttings extend to 220 feet. Between 63 and 64 miles are the celebrated Buja Doonga bluffs. Here for 400 yards the road is cut through solid rock, with a sheer drop below into the foaming river of 250 feet, rock above and rock below, the road at one spot being partly supported by trestles. Near this spot, before walling was put up, an ekka in the dark, conveying a native passenger, drove over the side ; the occupants were



no more seen alive. The spot known as the Monkey's Leap is opposite  $63\frac{3}{4}$  miles, where two rocks jut out into the Jhelum towards each other from either bank.

Leaving these bluffs behind, the road finally enters a small cutting and emerges on the plateau of Khalgye where the dâk stands. Beyond Khalgye the road is comparatively easy, and the plain, fort, and bungalow of Uri come into view, looking quite close. After crossing a level, with a village away on the right, shaded by chenars which cover some lovely springs of the coldest water, the Islamabad Nala (Uri Kuss) is entered, a wide gorge, a mile and a half in extent. This nala is crossed by an 85-foot span deodar bridge, resting on a central pier of masonry 35 feet high. From the bridge the road rapidly ascends to Uri, rejoins the Jhelum with a fine view of the Jhula below, and after passing through a cutting made to avoid the fort, emerges on the plain of Uri just beyond the dâk bungalow.

**Uri** consists of a few hamlets grouped on the hill-side to the right. The plain on which the rest-house stands fills a gap in the mountains, which form an amphitheatre on three sides. In front are the fine mountains leading up to join the great Kaji Nag Peak which stands over 15,000 feet above the sea, a striking object up the gloomy Jhelum gorge.



The old Uri Bungalow, nearly destroyed by the earthquakes of 1885, and by fire in 1890, has been renovated, whitewashed &c. It contains four rooms, four bath-rooms, but only two fire-places; stores are procurable. A new and very fine bungalow designed by Mr. Hebbert is rapidly approaching completion.

There is a bazar here, and close in front of the its guest-house, a British post office, also a State telegraph and post office. The Gujrat Poonch road joins the Jhelum Valley Road at Uri by the Namlah Valley. In spite of its open situation and comparatively high elevation, the summer heat at Uri is severe.

7. **Uri 69; to Rampore 82—**

4,425 feet rise to 4,825, *distance 13 miles.*

The last eight miles of this march run in part through verdant forests, lovely mountain scenery, and above the finest rapids in the Jhelum. On starting from Uri, instead of going straight for the opposite point, where the road is clearly visible about a mile distant in the crow line, an immense detour is made up the Namlah Nala. Soon after leaving Uri, the white bungalow on the right belongs to Messrs. Spedding & Co., and immediately below it, an easy descent leads down by rocky cuttings to the bridge over the Namlah torrent  $1\frac{1}{2}$  miles above Uri. From the bridge the road ascends slowly for another mile and a



half, passing under high precipitous and dangerous cliffs, and cuttings that involved a large outlay to the 72nd mile-stone which nearly faces Uri. The old pagdandi path straight across the stream, still followed by pedestrians, saved nearly two miles. From the point here the general view is good. Below to the left is the wild rocky narrow gorge, through which the river must have cut its way. Beyond it stands the old Mogul Serai, backed by the high mountains that hem in the valley. After clearing the Namlah Valley, the road passes under dangerous cuttings for nearly two miles, with sheer and ugly drops in places, the river running in the giddy distance far below. About  $73\frac{3}{4}$  miles is a narrow awkward bit, one of the highest places on the whole road journey, where the road passes a sort of gallery by cuttings through zig-zag limestone rock. The completion of this bit of cutting is said to have given more trouble to the contractors than any other part of the road. Strong wooden railing forms a distinctive feature on this part of the road, and afford a sense of security to the traveller, at points, where a drop must certainly prove fatal.

Beyond the gallery are some grand basaltic cliffs under which the roadway is built up on masonry walls, and so on the stage known as Raja Rawahi  $74\frac{1}{2}$  miles is reached. It lies out of sight below the roadway. Henceforth the road runs easy. The



awkward places may be considered all passed, and the nervous traveller can enjoy the lovely scenery in a temperate climate.

For the next eighteen miles, as far as Kachema or the Little Kashmir plain, forests lie on each side of the road, with lovely peeps of the river. From Raja Rawahi, if the traveller looks up and back, he will see on the hill-side far above his head, the road of former days, rising 1,000 feet sheer above the stream, and to reach which entailed a wearying tedious climb either way. During the next four miles the great rapids of the Jhelum are passed where the river literally thunders down at a gradient of 1 in 25. At one turn in particular, where a large fan of land on the far bank drives the river sweeping across, the tonga faces and looks down a mass of seething billows, and a delicious cool air, mixed often with spray, strikes cool and refreshing on the traveller's face. Before the changing stage Oorambooah, 80 miles, is reached the ancient temple of Pandu Ghur is passed, standing on a small plain covered with ivy and hidden by forest. It consists of an entrance, with a central building inside, approached by a massive flight of steps. It is of very ancient date. Rampore lies two miles beyond Oorambooah.

Rampore is therefore not a pony dâk stage, the next being at Nowshera 87 miles, this being the longest stretch on the road, and the ponies when



hardworked often get along with great difficulty. For these last two miles the road runs easily, in view of fine basaltic cliffs on the right which continue as far as the Bhanyar Nala. On the far bank of river (right) several nalas are seen, which lead up to the ragged crags and grand peaks of the Kaji Nag Range, where dwells the noble Markhor, amidst some of the most difficult shooting ground in Kashmir.

The bungalow at Rampore, originally a barrack, is most charmingly situated in a clearing in the forest under towering cliffs with lovely views all around. The air here is sweet and cool. In November 1892, the house was re-roofed, its walls raised, and it was generally renovated. French fire-places, said never to smoke, were also added. It contains six suites of furnished rooms. English stores procurable. State telegraph and post office in front. About a mile above the stage the Jhelum is crossed by a Jhula bridge, the fourth and last. The workshops at Bhanyar are well worth a visit. They have been erected amidst lovely and romantic scenery, about  $1\frac{1}{2}$  miles above Rampore. They were constructed in 1890 by Mr. Baines on the designs and plans drawn out by Mr. Hebbert whose description is here given.

[The workshops for wood cutting machinery are driven by a 48-inch turbine. The water to run the turbine is drawn from the Bhanyar Nala and is brought to the workshops by a wooden channel 500 feet long supported on a bank of stones. The pen-



stock is of wood with a masonry cistern for the wheel to run in. The workshops themselves are composed of big wooden sheds and contain four circular saws, capable of cutting logs up to 10 feet girth, one vertical saw for cutting logs 6 feet girth, two cross-cut saws, and one planing and one grooving machine, also emery wheel for sharpening saws. A cart-road connects the workshops with the Jhelum Valley Road, and a small bungalow has been erected for the engineer in charge.]

No one can visit these sheds and fail to be impressed with the wonderful simplicity and usefulness of the turbine, and the vast and far-reaching effect of the multiferous works that can be carried on by the diversion of hill streams. Magnificent timber grows on the heights above the workshops.

8. **Rampore 82 ; to Baramula 98—**

4,825 feet rise to 5,150, *distance 16 miles.*

This march conducts the traveller into the Happy Valley. At the start some remarkable and very precipitous cuttings are passed. Beyond the road leads up the Bhanyar Valley, which runs back into the Pir Punjal mountains under the name of "Sellar." The beautiful nala is hemmed in by fine mountains, clothed with grand pine forests, and backed by high rolling plateaus in the direction of Gulmerg and the great ridge of Apharwat 14,000 feet odd. Below the workshops ( $83\frac{1}{4}$  miles), the stream is crossed by two bridges connected by a causeway. The neat house commanding the bridge is the State Dispensary. The



passage of the Bhanyar causes a detour of the road nearly two miles in length. Its bed is filled with a forest of trees, and the air here is always sweet, cool, and bracing. About a mile ahead the old temple of Panchiah, five *fuakeers*, is passed. According to Major Cunningham, this Bhanyar temple is the most perfect in Kashmir: "it consists of a central shrine, enclosed by a quadrangular colonnade, with architraves, trefoil arches and pediments." The road now runs through picturesque forest scenery, skirting several outlying spurs, and passing over fans of land, richly cultivated, many covered with fruit trees, and dotted over with the pretty Kashmirian Swiss Cottage type of hamlet, henceforth so typical of Kashmir to the Nowshera gorge (87 miles.) Up this gorge runs a short and difficult mountain path to Gulmerg (a steep burst of near 4,000 feet to begin with), 24 miles distant, and divided into two marches. When approaching Nowshera, the visitor should notice, in the far bank of the river below, the ruins of a fort. This fort was utterly destroyed in May 1885, and affords the first, but lasting, evidence of the direful force of the earthquakes that devastated Kashmir in 1885, when over 20,000 houses, 30,000 cattle, and 3,000 human beings were destroyed. The great shock occurred on May 30th of that year, the focus of destruction being near Baramula, where the fort, dâk bunga-



low, and three-quarters of the town were wrecked, The shocks then passed down the valley, taking this fort *en route*, and also severely shaking Uri. The stage to Nowshera is the longest on the road (87 miles), and during the season the tired ponies feel the extra mile. Two miles beyond Nowshera, the village of Gunta Moolah is seen up a pretty glen on the right. From here the road descends considerably, and soon after approaches the river near next and last stage, 92 miles, Kachema, which being interpreted, means Little Kashmir.

This little plain is covered with rice fields, fringed with willows and encircled by hills. The River Jhelum now flowing placidly along makes two great sweeps above, and the road in consequence has to make a considerable detour to reach the headland viewed in the distance. A mile beyond the *dâk* stage a village lies close to the road on the right, and through it runs the old path direct to Baramula over the Pass of the same name, this short cut saving at least two miles. The driving road after clearing a low cutting continues on towards the headland, "Snake Point," which is  $3\frac{3}{4}$  miles from Baramula. There is a pretty back view from here, the river in the foreground, and the high mountains bordering on Gulmerg in the distance, and on the opposite bank a pretty village in a corner, by which rushes a little mountain torrent will be



noticed. As the traveller turns the point, he will probably expect a sight of valley, but he has yet to wait. The road passing through a rocky cutting enters a considerable bend, and beyond this a second curve, from the far corner of which, at last, the outskirts of the pretty town of Baramula, which guards the opening into the valley, come into view. The embankment and road passed on the opposite bank shows the line of road originally commenced by Mr. Atkinson. The opposite, or right bank of the river, is much more exposed to the sun's influence than the left bank in a really heavy winter; the left bank from Baramula for some miles beyond Rampore is often blocked with snow, when at the same time the right bank is comparatively clear, the snow that does fall rapidly melting. The great advantage of a road on the right bank is therefore obvious. As the suburbs of Baramula, a considerable town for Kashmir, are passed, the pretty double-storied houses with lattice windows will be noticed. In winter, these lattices are closed with paper, glass hitherto being rarely used in Kashmir. The Zearut on the left will attract attention, the enclosure around it presenting a blaze of tiger lillies in full flower in April. These handsome lillies are generally first observed after leaving Rampore, on the steep cliffs just beyond the stage-house.



The town of Baramula, with its fine embankment and bridge beyond, now comes well into view, and gradually the grand snow-capped mountains that enclose the vale. The town is built below the rude wooden pine log bridge, a curiosity in itself, and typical of the numerous bridges spanning the river. The bridge here is the only one in the valley with six piers. Guarding the bridge is a fort completely overthrown in 1885, and beyond it a bazar and poplar avenue. Up to 1885, a large 6-roomed barrack overlooking the river offered plenty of accommodation, but this too was completely destroyed in 1885. The accommodation for travellers is limited to a temporary wooden-hut, containing two rooms, bathrooms, but no fire-places, and little privacy. It is fully furnished, with a supply of stores in an almirah. Visitors are supposed to enter their boats on arrival. To travellers tired and, perhaps, wet through, with no means of drying their clothes, a cold draughty boat afford a by-no-means cheering prospect. Until the completion of the road to Srinagar, Baramula is the terminus, where a commodious bungalow is almost more required than at any other stage on the road. The tonga does not go near the fort, but continues straight on, and opposite a grove of poplars turns to the left and strikes the river bank in front of the tonga office and godown.



The two bungalows in the garden are used by State officials. Near the temporary dâk hut is the British office, and the State telegraph and postal offices.

In a small enclosure near the rest-house is the grave of a young engineer who, in 1890, was drowned while boating at Baramula.

His body was recovered some days after in the bend after the river below 'Snake Point.' The inscription is a touching one. The traveller is now well in the Valley of Kashmir, and he will be glad to exchange a jolting tonga for the gentle motion and rest of the boat which will convey him to Srinagar.

Having accomplished the task of engaging a boat or boats for himself or themselves, and another for the baggage, servants, and cooking, it is a good plan to leave Baramula about 4 P.M., reach Sopor that night in six or eight hours after, and anchor there or at Ningle beyond. For the sake of the uninitiated, I may add that the Kashmir Doonga contains no bath-room accommodation or furniture of any kind. Some boatmen possess a table, chair, and a few other articles, passed on by visitors leaving the valley. The boat offers a bare floor, with matting sides, and a good sloping matting roof which never leaks. The stern of each boat, separated by matting, is occupied by the owner and his family who live and cook there. With a stern wind, the odour wafted from this kitchen,



where food is constantly being prepared, is sometimes unpleasant. To ensure privacy and gain more space, the boatman and his family may be removed to the other boat, and the stern screened in with matting. This procedure generally meets with opposition. There is no necessity for mooring to the bank during meals. The kitchen boat is drawn up alongside and secured by a rope, and the meals are carried through the front entrance by servants. In going up-stream the boats are towed by the crew composed of men and women. The paddles come into play on the lake. Down-stream the paddles are always used. Almost immediately on leaving Baramula the boats cross over to the towing path on the right bank. If, however, the mountain ranges are clear, and the traveller continues up the left bank, towards the village of Saklow, he will be repaid by a peep in the far distance to his left of the mighty peak Nanga Parbat, 26,500 feet above the sea, the third highest mountain in the world; Mount Everest 29,000 odd, and K2, 28,265 in Baltistan, only exceeding it. This fine mountain stands clear and defined above its fellows:—The boatmen know it. I do not think it can be seen from the right towing path owing to low hills intervening close by. As the boat slowly progresses against the stream, the views at first confined open out on all sides, and the great extent of the mountains that



bound the far-famed valley, their summits buried in snow, are seen to full advantage. The traveller will possibly be disappointed at the aspect of the valley, with its bare trees, its many swamps, and stiff cheerless garb, of early spring. I have even heard it, in April, compared to the Fens of Cambridge. But the grand snowy mountains, look where one will, redeem all these deficiencies, and one is never tired of gazing at them.

Prominent in front and to the left stands out boldly the hoary "Haramook" (16,800 odd feet), capped with perpetual snow. Beneath its summit are the peculiar bluffs, so perpendicular that snow can not lie on them. Running up to its left shoulder is the "Erin" nala. Further west in the corner is the ridge on which are visible to the eye the zig-zags of the road leading up to the Rajdiangan Pass (11,500, feet) and Astor, Gilgit, and the great Pamirs. As the boat follows the huge turns of the river, now it faces Haramook, now it heads a contrary direction towards Baramula, and the fine mountain Apharwat (14,000 odd feet) overlooking the dark ridge of Gulmerg; again, east and north-east, it appears to be heading right for the Pir Punjal Range with its lovely peaks.

Below Haramook a low dark conical hill seems to run out at right angles to the valley. This is Aha Thang, which overlooks the Manasbal Lake and Scinde Valley behind.



Dubgam, the largest village between Baramula and Sopor, is on the right bank about four hours' journey up. A grand grove of chenars marks it in the distance. Dubgam forms the depôt for all the timber cut on the Lolab Valleys, whence it is floated down the Pohra River, which joins the Jhelum just above it. Hops are extensively grown here. When the Pohra River is high, it is navigable as far as Awatkoola, about 20 hours' journey. An immense volume of water passes down the Pohra during floods, holding in check the Jhelum's flow and causing much flooding above.

**Sopor**, about eight hours' journey above Baramula, is an important town of 1,500 houses built on either bank of the river and connected by a substantial bridge. The fort commanding this bridge met the full force of the disastrous earthquakes of 1885 and little now remains of it. Overlooking the bridge on the left bank is a long double-storied line of buildings which accommodates the postal, telegraph and police offices, and the State Dispensary. A short distance above the bridge to the left (right bank) stands the dâk bungalow, a barrack containing six sets of rooms with little or no furniture. The house above this is used as a cutchery or law-court.

**Sopor** is celebrated for its mahseer fishing which is perhaps a little exaggerated, blank days very far exceeding successful runs. The verandah walls



are generally decorated with life-size representations of the greatest fish landed, as well as of some of monsters caught in anticipation, of that finally escaped the gaff. Otherwise Sopor is an uninteresting place.

An easy route runs from it to Gulmerg 23 miles, divided into two stages: (1) Kountra, 15 miles; (2) Gulmerg, 8 miles, via *Babarnirishi*, a most lovely ascent for the last three miles.

Ningle is  $1\frac{1}{2}$  miles above Sopor on the left bank. The boatmen generally tie up here, or at Sopor for the night, preparatory to crossing the Woolar Lake in the morning.

This fine lake requires a little description.

In ordinary times, that is, when the rivers are fairly full, the Woolar Lake may be said to commence at Ningle. When the rivers are in high flood, Sopor appears to be on it, a continuous sheet of water almost surrounding the town. The lake at such times is a splendid piece of water stretching north and south from Sopor to Bandipur, a distance of twelve miles, with a nearly equal span east and west, the surrounding mountains appearing to rise perpendicularly from its surface. The passage of the lake is now avoided. The boats cross the flood water due east for a mile or more to enter the Naroo Nadi (Canal), and rejoin the Jhelum at Shadipore, which is near Srinagar, all danger being avoided. In the autumn and winter months, the lake *must* be crossed—a considerable stretch of



water. The start is always made at 3 or 4 A.M. The passage is generally unattended with danger, but the Woolar is the *bête noire* of the Kashmir boatmen. Violent squalls suddenly sweep over its surface particularly in the spring season, and the boatmen in consequence have a well-founded dread, and will only cross at early dawn, storms not usually occurring, until the sun is well up. The traveller will do well to take his boatman's advice. The Kashmir Doonga is a flat-bottomed boat built only for fine weather and smooth water. I speak with some practical experience on this subject, and know how awkward one feels when the waves begin to dash into one's boat, and the boatmen to call their protecting saint's aid. Should boats be caught in a storm, it is best to lash two or three together and run before the wind to shallow water. If the weather looks threatening, with dark clouds low down on the hills towards Bandipur, an extra crew should be taken, and the boatmen will then cross when they would not do so otherwise. The ordinary passage takes three or four hours: a considerable time for open water. With an extra crew of seven men, I have crossed the Woolar in a large Doonga from Kewnas, Shukr-u-din to Bhanair, in one hour and a quarter. It is only a question of payment. Leaving Ningle the point made for is the mouth of the Jhelum just below Bhanair. The trees on the



Lanka Island, a distinct landmark in the distant horizon, show the course taken by the boats. The shores of the Woolar are studded by numerous villages at some distance above the waterline. The huts grouped on the higher land on the right are occupied by persons engaged in collecting the fruit of the *singara* or waternut. The Kashmir State derives a small revenue from the sale of this nut, which forms a staple of food to this class of people. The most striking landmark in the Woolar is the conical hill jutting out into the water near the centre on the left. This ridge rises 700 feet above the lake, and on it stands the Zearut Baba Shukr-u-din. When the boat is passing in line with this promontory of Shukr-u-din, the dip in the mountain ridge beyond and above is Nag Merg (9,000 feet), a lovely place for encamping and commanding most extensive and characteristic views of the valley. In the north-west corner (left front) is the important village of Bandipur, the terminus for Gilgit. In fine clear weather the passage of the lake is a very pleasant part of the journey, and the time occupied depends entirely on the number of the crew, and slightly in the direction of the wind which not unfrequently shifts ; veering from south to north. The entrance into the Jhelum depends a great deal in the height of the water. There are two passages ; one I will call the medium and the other the low-water. When the river is



at medium flood, a side canal or mouth, the Alum Naroo Nadi, is then navigable, which the boats enter and rejoin the Jhelum below Hajan at the Shekh-Nur-din Zearut. This passage saves a detour of three miles. When the Jhelum is very low it is entered by the other—the upper mouth—about a quarter of a mile below Bhanair; once in the channel, the paddles are stowed, and the tow-path followed as far as Srinagar. In fine weather when the roof can be raised and the sides rolled up, towing forms a very easy mode of progression. When weary of inaction, the visitor can stretch his legs for a mile or so on the bank occasionally.

**Bhanair** is the name given to a marshy plain lying between two branches of the Jhelum. Here for about 400 yards is an excellent run for fish, which range from  $\frac{1}{2}$  to 2 lbs. A small minnow or spoon proves a very effective bait.

Hajan is a large village on the left bank about three hours' journey above Bhanair.

A man should be sent on ahead here by land to procure milk for breakfast. Short of Hajan is the Shekh-Nur-din Zearut surrounded by six fine chenars. Beyond this Zearut, the river makes a remarkable turn and the boat heads straight for Baramula.

**Sumbul** lies again three or four hours' journey above Hajan. The prominent hill Aha Thang



marks its situation. At Sumbul the Jhelum is spanned by its third bridge. Sumbul is celebrated for its snipe shooting ; the jheels on the left bank giving the best bags in the valley. There are two encamping grounds here on the left bank under chenar trees, one above and one below the bridge. Sumbul too is the boat terminus for the pretty Manasbal. This, considered the most beautiful lake in the valley, is about 3 miles in length by 1 in width. It is connected with the Jhelum by a small canal a mile long, and swarming with small fish which are skilfully speared by the boatmen. Shekh Zoo is the name of the large island lying above Sumbul, and two miles beyond, is the small but important village of Shadipore. Shadipore signifies "the place of marriage;" for here the river Sind effects its junction or marriage with the Jhelum on its right bank, and the Naroo Canal joins the left bank immediately opposite. The junction of the two rivers at Shadipore is marked by a mass of solid masonry, in the centre is a chenar, which, tradition says, never grows. Beneath the chenar is a lignum consecrated by the Hindoos, and twice a day a Brahmin paddles himself over to worship and make offerings. About 50 feet above the chenar, a second tree grows on a small island, formed from the bank of the Jhelum and detached by the corroding action of the water.



At **Shadipore**, the boats that have made the direct passage from Sopor by the Naroo Canal, and those that have come the longer round by the Woolar, join hands and proceed up the Jhelum to Srinagar. The journey from Sopor by the Naroo Canal is, of course, accomplished much more quickly and easily than the more difficult passage by the Woolar, and the river beyond, with its many curves. The canal passage offers no very special points of interest. It passes first across what is almost a lake, and then through large swamps. A few villages lie along the route. Naiid Khye comes first, and standing on the higher ground to the left is the larger village of Underkhote, which lies parallel with the position of Sumbul on the main river. Ankol village occupies the angle of ground where the Naroo divides into two branches; one north-west going back to Sopor, the other south-west running into Palhallan, one of the routes to Gulmerg and Baramula. Two solitary pine trees on the ridge above Palhallan show its position and form a good landmark.

The journey between Ningle and Shadipore occupies eight to ten hours. A strong side wind and weak crew will delay the passage.

The bridging of the Naroo Canal below Shadipore is being taken in hand. Its speedy completion is of importance, as at present the mails from India and Gilgit have to be ferried across, causing



delay. The cart-road from Baramula to Srinagar will cross here. As far as Shadipore either way, the Aha Thang Hill forms the most striking object in the near landscape. No, south-eastwards towards Gulmerg, a somewhat similar-looking hill, which almost overlooks the stage of Margam, is a landmark in this direction. The fort of Huri Parbat, which commands Srinagar, and the Takht-i-Sulaiman Hill, backed by the triple-peaked mountain Mahadeo, and below it the precipitous hills overlooking the Dal Lake, fills up the view to the left, while beyond, the commanding tongue of land jutting out into the valley, is the fine pyramidal hill of Wastarwan.

**Pinznara**, another large island is passed above Shadipore, and above it in a bend of the river is the village of Moojgoond.

Moojgoond, I consider, forms the nearest point of disembarkation for Gulmerg.

The distances are—

Moojgoond to Norbal	1 hour.
Norbal to Margamr	1½ hours.

**Suner Boing** is a small encampment on the right bank under 12 chenars, a little above Moojgoond.

**Shalteen** is passed a little higher up on the right (left bank). Above will be noticed four chenars—Purana Chowni. This is the next nearest



point for disembarkment for Gulmerg. A mile and a half higher up is the Regular Purana Chowni, where many make a start for Gulmerg.

**Srinagar** is now close at hand, and the first or seventh bridge is only two miles ahead. There are few more enjoyable sights on a fine day than the passage up the Jhelum under its seven bridges, through the picturesque and quaint capital of Kashmir. No two buildings are alike. The curious grouping of the houses, the frail tenements of the poor, the substantial mansions of the wealthier, the curious carving of some, the balconies of others, the irregular embankment, the mountains in the background form a picture as impressive as it is unique. Hindoo temples, Mahomedan mosques, and Zearuts group themselves indiscriminately. Some of the latter are of very ancient date. The multitude and variety of boats will interest the fresh arrival ; from the huge rice and wood barges, to the smaller shikaras used by fishermen, and perhaps the stolid substantial house-boat built of late years by English visitors. Moored to the banks at short intervals are the rude bathing boxes and sheds. The seven bridges of Srinagar divide the city into divisions which are commonly used to define locality thus : as Sammad Shah's shop is below the third bridge ; Maharajgunge below the fourth bridge, and so on.



Below the seventh bridge the Dudhgunga river joins the left bank of the Jhelum. Above it is the entrance of the Kut-i-kul Canal. When the river is high enough boats pass up this, a much easier passage with less current, and again join the Jhelum below the Sher Garhi or Royal Palace. The passage of heavy Doongas through the city is accomplished by paddle and poling, and great delay is often caused by the violent swing of the tide sweeping round the piers of several bridges, particularly the fourth and fifth. On the boat's left is a curious Hindoo Temple built by Pundit Ram Joo in 1880. The centre and corner domes of this edifice are covered with what appears to be kerosine tins, neatly nailed down, but in the distance looking very effective.

Above the Kut-i-kul Canal there is a dirty red-looking building, the ancient Zearut of Thaggi Baba. It is, however, worth a visit; it contains some marble tombs and fine lattice work made of plaster of Paris. Its walls were much cracked by the earthquakes of 1885.

Beyond the fifth bridge, on the boat's left, a long line of buildings comes in view. This is the Maharajgunge Bazar, built of late years for the convenience of visitors. Nearly all the special art manufactures of the country can be procured here, that is, silver, copper, copper enamel, and papier-mâché. The bazar is approached from the



river by a wide flight of steps, which lead through a short street into a large square beyond. The street is full of shops, which also face the river. In one of the latter on the left resides Safdar Mogul, Junior, the best papier-mâché worker in the valley. He rejoices in the nickname of "Suffering Moses," a title he is proud of. Beautiful carving on walnut wood, notably screens, and lately paddle bellows, is gradually supplanting the papier-mâché, now rarely made of paper. Kashmir carving has a good future. Just below the fourth bridge is the "Badshah," one of the oldest Mahomedan ruins in the city. Perhaps the most striking building of all is the Shah Hamadan Musjid on the left just below the third bridge. It is elaborately built of cedar wood, and is kept in good repair, and has lately had additions made to it. Its centre dome is crowned with a golden ball. Some of the sacred hairs of the Prophet are said to be kept here enclosed in a casket. Moored to the fine ghat facing the Musjid is one of the largest baths in the city, constructed three years ago (1889). Just above the third bridge on the boat's right, is the insignificant Musjid of Miah Lall Din. But connected with it, the traveller will see a most curious well which has been built up from below and connected with the building. Between the third and fourth bridges, the different bankers' and merchants' houses will attract atten-



tion, the name of each being posted in large letters over the entrance. Sammad Shah is the first on the right and Babar Shah on the left. These men transact all kinds of business for visitors. Between the third and second bridges on the right, is the largest modern Hindoo Temple in Kashmir, the Meean Sahibka Mandir, or the temple of the present sovereign. Two hundred yards below this temple, a Buddhist inscription will be found on a stone facing the foundation of one of the houses in the embankment, which adjoins a ghat known as Malikyar. This stone is only visible at low water. It is of the most ancient date, and a *savant* learned in these matters tells me it is worth all the inscriptions in the country.

The second bridge, in former years, once was a curiosity, in that it was flanked with shops on each side like our Old London Bridge. The shops were burnt down in 1870. The modern-looking house on the left with a handsome frontage was completed by the Governor of Kashmir, Sirdar Roop Sing, in 1890. Above this house on the same side is the Basant Bagh with a handsome ghat built of limestone slabs. These stones were brought from the mosque of Hasanabad on the Dal Lake. Indeed, the whole Jhelum embankment is a silent monument to iconoclasm, a charnel house in which are buried stately pillars, elegant cornices, and carved pediments. The visitor can



judge for himself. The State postal and telegraph offices are connected with the Basant Bagh. The Royal Palace, Sher Garhi, is now approached on the right, with the royal temple below, the dome of which is said to be covered with beaten gold. Just this side is the summer-house and garden lately built by Rajah Ram Sing, separated from the fine modern palace built for Rajah Sir Amar Sing, K.C.S.I., near the Kut-i-kul Canal.

On the left (right bank) nearly facing this, is a more important water channel, the Sunt-i-kul or apple tree canal. This canal leads to the Chenar Bagh, the encampment for bachelors, and on to the Dal or city lake by the Dal Darwaza or gate. Sunt-i-kul is said to express a canal always full or navigable, as compared with Kut-i-kul not always full. Connected with the palace is the council chamber, and above it the municipal office. At the mouth of the Sunt-i-kul Canal the royal barges are usually moored. The first bridge is now passed with its five piers. After clearing the bridge views open out, and in the distance are seen the European shops and the river bank lined with tall poplars. On the left above the bridge stands a fine Kashmir house faced with lattice, and beyond it the chief court of Kashmir. On the right, after clearing the village, comes a pretty balconied house, the private residence of the Chief Justice, now an Oxford graduate. The new house



beyond belongs to the Chief Medical Officer of Kashmir, a Bengalee gentleman with English qualifications, and those above the Kashmir State Hospital. The handsome structure on the right is the Barah Darri, the Royal Summer Pavilion, where State entertainments are held and occasionally distinguished guests put up, as the Duke of Connaught in 1884. The river's bank in front is faced with a neat stone embankment approached by steps. Opposite the palace is the English cemetery, which is located in the west corner of the high-walled enclosure known as the Shekh Bagh. The building in the centre of this garden was always formerly used as the English Church. It afforded sufficient accommodation, and was a very pleasant distance for a boat journey on the Sabbath. The European shops are next passed on the left. Between the first two, a fine house has been recently built by Dr. Suraj Bal, D.C.L., Oxford. This is now rented by the Punjab Bank, and has proved a most useful institution to all visitors. Above the shops are three detached houses, the first of which in former years was the post office, and the latter two were always reserved for the use of bachelors; and they often proved a boon to a sick officer during the great heat of summer. The boat next approaches a large island covered with trees near the right bank of the Jhelum. The four cottages called the village, facing the island, are



occupied first by the Post office (British), and above by the Residency Clerks and Vakeels.

Adjoining the post office is the tonga booking and parcel office of the Imperial Carrying Company, with a cottage attached, all put up in the winter of 1892. The substantial double-storied house above the island is occupied by the British Resident. The Residency was built in 1886-7, the old single-storied house having been rendered unsafe by the earthquakes of 1885. The modern house inside is beautifully furnished and finished, and the best Kashmir carving is represented in perfect ceilings, over mantel-pieces and handsome cornices. In the centre is a most charming hall with a very handsome staircase.

Above the Residency is a very modest building the Visitors' Dispensary, and adjoining it the commodious house built by the State for the English Library and Recreation Society. Behind the Library is the Settlement Officer's cottage standing in its own grounds. Further back, near the Takht-i-Suleiman Hill, is the somewhat imposing-looking double-storied house of the Residency Surgeon.

The scattered houses above the Library, formerly always occupied by married visitors, are chiefly made use of by State officials. The special quarters for married visitors are in consequence reduced to the three lines of barracks near the upper end



of the Munshi Bagh. The cottage at the back of the Munshi Bagh, with a wooden chapel attached, belongs to the Church Missionary Society.

The pretty doubled-storied balconied house above the barracks on the river's bank, is occupied by the Medical Missionary Doctors, whose professional skill is well known in the valley and elsewhere.

The married visitor has now been conducted to his destination in the Munshi Bagh, the bachelor to the Chenar Bagh (by the Dal Canal), a good and useful division, established by ancient precedent, and one that has hitherto been found most convenient to the general community. Half an hour's journey above the Munshi Bagh is another camping ground, the Ram Munshi Bagh, often used by married visitors. The Munshi Bagh is not considered a very salubrious spot.

Above and outside Srinagar, dâk bungalows are found at the following places: Up river Kanbal (Islamabad), four rooms, two bath-rooms. Starting point for the Liddar Valley—Nowboog and Vernag.

**Achebal.**—Six miles beyond Islamabad, four rooms and bath-rooms. Lovely springs and summer-house at Achebal, and fruit and vegetables.

**East is Vernag.** — A rambling upper story. Starting point for Banihal Pass 9,500 feet, and Jamu and Kishtawar and Dalhousie.



**South is Shupyan.** — Barrack on Pir Punjal Route.

**Margam.** — Two-roomed rest-house for ladies going to Gulmerg.

**Gulmerg.** — *Nedou's Hotel.* Five blocks, and large centre block, dining-room, ball-room, theatre, &c.

The want of hotel accommodation is much felt in Srinagar.

**S. E.** — One airy room at Babbamirishi Road to Gulmerg.

A hut or two occasionally at Nag Merg overlooking Woolar Lake. Nearly everything is now procurable in Srinagar from a cartridge case to Swiss milk ; and visitors who do not mind paying a little higher price, necessitated by heavy octroi duty and carriage, need bring little or nothing with them in the way of stores, food, &c. The greater the demand, the better and fresher will be the supply, and the cheaper must stores become. Lately an English firm has started business in Srinagar, Mitchell, Hadow and Allan, for the supply of carpets, and Kashmir work and art of every description. The factory near the third bridge is well worth a visit. The account of the Jhelum Valley Road has somewhat exceeded the dimensions originally intended by the author. For the description of local places of interest, the visitor is referred to the Handbook on Kashmir, but in order to render this Appendix more complete, a



very brief note of the other ordinary routes from India to Srinagar has been superadded.

**Routes leading to Srinagar.**

A. Pir Punjal. Bimber route—Gujrat to Srinagar.

**Gujrat** is a station on the North-West Railway four hours' journey above Lahore. The dâk bungalow is close behind the Railway Station. Visitors selecting this route must write to the dâk bungalow khansamah who is accustomed to make arrangements.

Bhimber is the starting point in Kashmir Territory. *Distances*—Gujrat City to Bhimber 28 miles. The 28th mile-stone is at the corner of the hedge, 20 yards beyond the dâk bungalow. Gujrat is nearly 2 miles from the Railway Station.

Stages—Gujrat City to Doulatnaggar	...	11½ miles.
„ „ to Kotla	...	19½ „
„ „ to Bhimber	...	28 „

Add to this about 2 miles from dâk bungalow to city. At Doulatnaggar and Kotla is a serai, with a good-sized room in each corner and bath-room, furnished, also crockery, deckchees, &c. A khansamah is generally provided by the British authorities at Doulatnaggar April 1st to October 31st.

The Gujrat Dâk Bungalow Khansamah keeps a tonga and pair of ponies which he hires out to visitors. Fare—Gujrat to Bhimber Rs. 11 a seat, or Rs. 25 to 30 for whole tonga. Rate fluctuating.



Baggage conveyed in ekkas. Road as far as Doulatnaggar good. Beyond to Kotla indifferent. Kotla to Bhimber very bad in one or two places. Tonga is supposed only to go as far as 22 miles.

The journey can be done at night, or Doulatnaggar or Kotla made one evening, and Bhimber at daybreak.

**Time.** Tonga—

Bhimber to Doulatnaggar	...	...	2	hours.
„ Kotla	...	...	3¼	„

In case of difficulties, apply to Magistrate at Gujrat.

**Kashmir** Territory is entered 300 yards beyond 23rd mile-stone. Boundary pillars mark limit. Two wide sandy nalas crossed between Kotla and Bhimber.

**Bhimber** stands in a small grassy plain, surrounded by scrub and more or less by low hills. Heat in summer very severe. Bungalow contains four rooms, bath-rooms, punkhas, and very rough furniture. The chowkidar possesses a dandy. In the city are three dhoolies and 32 kahars. Mules and ponies are used to convey baggage. No stores to be relied on. Typical flour mills worked in stream, south, close by, worth a visit. Town 200 yards above stage, 500 houses, 2,000 inhabitants. State Dispensary here. Good water said to be procurable at a well, Rani-ka-ko, 2 miles distant.



The traveller returning from Kashmir by this route must write to the chowkidar at Bhimber in vernacular, or get a letter written for him, also to the khansamah at Gujrat, and both will arrange together for his dâk and ekkas.

The Pir Punjal Route runs through grand and romantic scenery. The first four marches are all very hot. The road is difficult, but the whole distance can be ridden over. There is fishing at Changas, and good sport at Rajaori. Thanna Mandi, good climate.

Rude rest-houses or thannas at all stages. No stores available. The visitor must take everything required for ordinary marches with him.

*Stage.*

No.	Name.	Distance in miles.	Time.	Remarks.
1	Bhimber to Saidabad ...	15	6-7	
2	Nowshera ...	13	6	
3	Changas ...	14	6	
4	Rajaori ...	14	6-7	Picturesque town.
5	Thanna Mandi ...	14	6-7	Cooler here.
6	Baramula ...	11	6	Cross Rutten Pir at 9,000; lovely scenery.
8	Poshiana ...	6	3-4	One-roomed huts.
9	Aliabad Serai ...	9	5-6	Cross Pir Punjal Pass 11,500; bad stage.
10	Hirpur ...	11	4-5	
11	Shupyan ...	8	3	Enter valley.
12	Raum ...	11	4	
13	Srinagar ...	17	6-7	Level march.



Riding pony advised for comfort if not for necessity.

**Bhimber** can also be reached from Kharian, the Railway Station next above Gujrat.

**Comparative distances given—**

Gujrat to Bhimber	... 28 miles.
Kharian       ,,	... 20   ,,

This route joins that just described at Kotla. Kharian to Kotla is therefore only 12 miles. There is a small bungalow at Kharian, but no servant or stores. The road is only fit for riding. Travellers must arrange everything. Local authority is the Deputy Commissioner of Gujrat.

**B. Poonch Route *via* Bhimber.**

*Starting Point Gujrat or Kharian.*

No.	Marches. Gujrat—Bhimber.	Distance in miles.	Time.	Remarks.
1	Saidabad ...	15	6·7	
2	Nowshera ...	13	6	
3	Changas ...	14	6	
4	Rajaori ...	14	6·7	
5	Thanna Mandi ...	14	6·7	
6	Sooran ...	16	7	
7	Poonch ...	14	6	
8	Kaboota ...	10	4	
9	Hyderabad ...	15	7·8	
10	Uri ...	10	4·5	Join Jhelum Valley road for Baramula.



C. **Jhelum to Srinagar.**

*Via Tangrote and Poonch.*

**Jhelum** is a Civil and Military Station on the N.-W. Railway between Lahore and Railway Pindi—Dâk Bungalow. Route long. marches difficult. Tent required. Supplies scarce, but cheap.

*Marches.*

No.	Name.	Distance.	Time.	Remarks.
1	Jhelum to Shikarpur ...	13	2-4	Driving road. Furnished bungalow; no establishment; good fishing $\frac{1}{2}$ mile below.
2	Tangrote ..	13	4-5	Furnished D. B., *grand fishing.
3	Chowmook ...	10	4-5	Kashmir.
4	Raidani ..	10	4-5	
5	Neki ...	12	6	Very difficult; unridable.
6	Berarli ...	8	4 $\frac{1}{2}$	
7	Kotli ...	8	3 $\frac{1}{2}$	
8	Sairah ...	15	6-7	
9	Poonch ...	—	see previous	

\* D. B. Means Dâk Bungalow.

D. **Abbottabad Route.**

*Starting Point Hasan Abdal.*

Hasan Abdal is a station on the N.-W. Railway, 2  $\frac{1}{2}$  hours' journey above Rawal Pindi.

D., K. H.



A mail-cart runs daily between Hasan Abdal to Abbottabad ; time 6 hours, road drivable to Manserah, the next stage ahead.

The usual stages are—

1.	Hasan Abdal to Harripur	...	20	miles.
2.	Abbottabad	...	22	"
3.	Manserah	...	16	"
4.	Garhi Habibulla	...	17½	"
5.	Domel	...	12	"

Thence Jhelum Valley Road.

**Hasan Abdal.**—D. B.\* 1½ from Railway Station.

Tonga office and bullock-train agents are quite close to rail. Travellers can apply to these.

Fares to Abbottabad	...	Rs.	10-8	per seat.
Servants' fare	...	"	2-12	
Special tonga	...	"	31-8	
Ekkas		Rs.	4,	time 10 hours.
Bullock-train takes 4—6 days reaching Abbottabad.				

**Abbottabad** 4,200 feet above sea.

Furnished D. B.— mules procurable.

Manserah, D. B.

Garhi Habibulla, D. B. and Post Office.

**E. Jamu to Srinagar.**—Jamu is one of the chief cities in Kashmir. The Maharajah of Kashmir resides here the greater part of the year.

Jamu is reached from Lahore. Change at Wazirabad Junction 4 hours, and rail direct to Jamu *via* Sialkote.

\* D. B. means Dāk Bungalow.



Jamu is built on a plateau above the Tawi River. Railway Station on south bank. Suspension bridge across Tawi. Viewed from a distance, with its beautiful temple domes, backed by snow-clad mountains, Jamu is a lovely picture.

Permission to adopt this route must be obtained through the British Resident, who resides in the summer at Srinagar, and in the winter at Sialkote.

There is a State Dâk Bungalow at Jamu. Rough bungalows at stages, unfurnished and unprovided. Marches long, hot, difficult, and as a rule, uninteresting. Pir Punjal crossed by Banihal Pass 9,200. Telegraph line along route. Up to April 1891, the mails were carried along this route, winter and summer. They were conveyed by foot-runners in wonderful time. Messages have been run through Jamu to Srinagar, a distance of 158 miles in 24 hours. Frequent dâk posts on road; runners being changed every mile, or third, or fourth miles, according to the nature of the ground.

No.	Stages.	Miles.	Remarks.
1	Jamu to Nagrota ...	5½	
2	Dansal ...	12	1,840 feet above sea.
3	Udampur ..	14	2,500 " " "
4	Drumtal ...	15	4,800 " " "
5	Batoli ...	13½	Cross Rutten Pir Bungalow 7,500 above sea, pretty place; box grows here.



**84**      *Kashmir Handbook.—The New Jhelum Valley Road.*

No.	Stages.	Miles.	Remarks
6	Ramband ...	14	2,535 ft. above sea. Cross Chenab; nice bungalow.
7	Ramsu ..	14	4,070 ft. above sea. Long trying march; bad D. B.
8	Devgol ...	12	5,580 ft. above sea. Telegraph office camp for Pass.
9	Vernag ...	10	Cross Pass, climb 3,600 feet; short and steep, descent steep; beautiful tank at Vernag.
10	Islamabad ...	15	
11	Abantipur ...	16	
12	Srinagar ...	17	

**F. Dalhousie to Srinagar.**

No.	Stages.	Miles.	Remarks.
1	Dalhousie to Kajeon ...	9	
2	Chumba ...	16	
3	Manjir ...	14	
4	Bhandal ...	14	
5	Langeria ...	17	
6	Thanala ...	6	
7	Badravar ...	12	
8	Kateni ...	12	
9	Kateni ...	12	
10	Assar ...	12	
11	Batoti ...	12	Join Jamu Route.
12	Ramband ...	18	
13	Ramsu ...	14	
14	Devgol ...	12	
15	Vernag ...	10	Cross Banihal Pass.
16	Islamabad ...	15	
17	Srinagar ...	33	



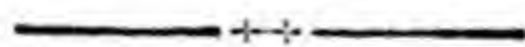
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Ditto ditto for half a maund or fraction of half a maund	...	"	1	12	0
Glass Crockery Furniture or other Bulky goods at owner's risk, per maund	...	"	8	0	0
Packages from Baramula to Kashmir, per maund or fraction thereof	...	"	0	8	0
Parcels by Tonga for every 5 seers or fraction of 5 seers	...	"	1	8	0
Ekka, if obtainable	...	"	15	0	0



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